The Victoria Daily Times.

VOL. I. VICTORIA, B. C., SATURDAY, FEBRUARY 21, 1885. NO. 218.

MUSCLE MAKING.

The Daily Devotions of a Pugilistic Champion.

How John L. Sullivan Proceeds to Work Up a Formidable Forearm—Slugging a Ball for Training—His Daily Programme.

[Boston Herald.]

One feature of the daily devotions of the world's pugilistic champion is at present religiously performed at "The Abbey," on Harrison avenue, near Beach street, where the officiating abbot is Patsy Sheppard. In a square room of the second story, devoid of the ordinary furnishings, an oval-shaped ball of leather, inflated by means of a bladder which it incloses, hangs suspended from mid-ceiling attached to a cord which passes through a ring above, and running across the ceiling and down the wall, is held in a cleat, which enables the ball to be elevated or lowered at pleasure. Two pairs of well-worn boxing-gloves on the mantel, a single glove of the same description, hanging from the door-knob, and used as a pin-cushion, and two sporting pictures on the walls are all that give the room the appearance of being used for any purpose of business or pleasure, unless one looks into the large closet on the right of the entrance and sees a number of canvass mats which may possibly suggest to him the paraphernalia of a gymnast or wrestler. "Hello ——! How are you? Come up stairs. I'm going to have a little exercise," said the champion as he reached the stoop of "The Abbey," and shook hands with the writer. After the customary "passing of the time of day," the man of peace and John L. Sullivan mounted the stairs and entered the apartment, from the ceiling of which hung the motionless ball. "Yes, I did intend to go to Scituate and finish training," said the champion, proceeding to divest himself of his clothing: "but after all I concluded that I could do better here in Boston for a while and not run so much danger of taking cold. This is a pretty good place. I come here once a day, sometimes twice, and I find that I can get as much work in half or three-quarters of an hour as any one who works would care for. I'm not very heavy—only a few pounds over 200—and I intend to get down to 195 in the next ten days. Laflin, whom I am to meet next, is always in condition, I hear, and he is ready to box at any hour." By this time Sullivan had divested himself of his clothing, and straightening himself out, he looked an ideal model for the artist. Covering the cap of his right knee with a silk protector, and standing without stockings in his shoes, he adjusted the leather oval to the proper height, then shielding his knuckles with glove kid, he struck the ball with his right hand and it flew upward, striking the ceiling with a loud noise. Then it was noticed that the ceiling had been covered with half-inch matched boards in the form of a circle, which measured seven to eight feet in diameter. "Draw your watch on me while I work," quoth the champion, and his request was complied with. "Whack!" went a powerful fist against the oval, and "crash!" went the object of attack against the circle of wood. Again and again it mounted upward and rebounded like a boomerang; yet, unlike the boomerang, was met with another and another blow, first with the dexter and then with the sinister "bunch of fives." The matched boards yielded as the ball struck them, and once or twice Sullivan looked up as if to see whether he had done any damage. The ball moved in every direction, and the utmost agility was required to meet it with a blow as it swung to and fro. Whack! bang! whack! bang! it went without intermission for four minutes and the perspiration was oozing from the pores of Sullivan's neck and shoulders, while a healthy glow covered his face and body to the hips. Once only did he lose direction in striking, but the next blow was heavy enough to compensate for what was lost. Sometimes the champion would hit more viciously than others, as if striking at some aspirant for honors who had offended him; and if the blows struck had fallen on the man instead of on the leather oval, "knocking out" must inevitably have followed. "It's a wonder he doesn't have curiosity enough himself to get in the best fix just to see how powerful he is," said one of two friends in the room. Six minutes and fifteen seconds had expired, and the champion had fought the bag much harder than any one is called on to fight in a glove contest. So fast and hard had he continued the work that he supposed, fourteen or fifteen minutes had elapsed. Then he took a chair, rested a minute and gave an extra four minutes to the ball, after which he ceased play, saying he would try it again in the afternoon. He was then rubbed down, took a shower bath and a "swim," and proceeded to get into his clothes.

BRAINS AND NO BRAINS.

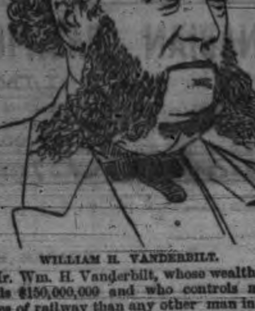
A French Story Intended, Doubtless, to Convey a Painted Moral.

[Le Bossu.]

Not many years ago Mr. A. was severely injured in the head, and had to undergo a surgical operation. He was recommended to a noted practitioner who lived near the Place de Vosges. Mr. A. lost no time in calling upon him, and after a few moments' observation the surgeon declared that he would have to be trepanned. The patient submitted with a bad grace, and in a very short time the skillful operator made a circular incision in the skull, which he lifted off like the crust of a pie. He then carefully extracted the brain and placed it on a sort of dish, which he immediately covered with a bell glass, and stuck on the knob of the cover a label with his patient's name and address. The operation over, the surgeon said with exquisite politeness: "Monsieur, you see what a bad state your brain is in; come again in a fortnight, and you will find it carefully cleaned and renovated." "But a fortnight—that's a long time!" However, the surgeon was inexorable, and Mr. A. took his leave. When the time had expired the brain, ready cleaned and done up afresh, waited to be fetched by its owner, who failed to turn up. A month passed—two months—six months—a year, and still he came not. One day, as the surgeon was taking a stroll in the Champs-Elysees, he perceived Mr. A. in the crowd. He appeared very cheerful, and did not at first recognize the doctor. "But," said the latter, "don't you remember that you left your brains at my house?" "O, yes; perfectly well!" "Well, why don't you come and fetch them?" Mr. A. good-humoredly replied: "No, thank you! I don't want them! I have got a Government appointment."

THE VANDERBILTS.

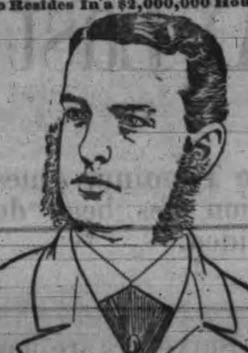
A Portrait Group of the Family of Railroad Magnates.



WILLIAM H. VANDERBILT.

Mr. Wm. H. Vanderbilt, whose wealth exceeds $150,000,000 and who controls more miles of railway than any other man in the world, is a native of Staten Island, N. Y., and is about 60 years of age. His life has been comparatively uneventful only in the fact that he fell heir to the greatest fortune ever acquired in this country. His recent gift of $500,000 as a building fund to the College of Physicians and Surgeons of the city of New York is an agreeable surprise to the public, and may be the forerunner of greater benefactions which will bring honor to the name of Vanderbilt.

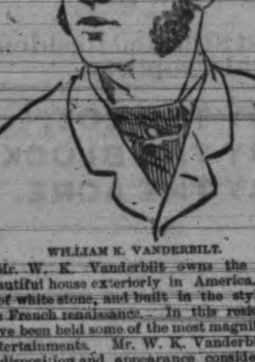
Who Resides In a $2,000,000 House.



CORNELIUS VANDERBILT.

Mr. Cornelius Vanderbilt is the chairman of the board of directors of the New York Central and Hudson River railroad. In appearance and characteristics he resembles his grandfather, the founder of the Vanderbilt fortunes. He also lives in a palace, which cost $2,000,000, and to secure the site of which he purchased and rased to the ground two new houses worth $310,000. He is the most clear-headed and affable member of the Vanderbilt family.

A Son of His Father.



WILLIAM K. VANDERBILT.

Mr. W. K. Vanderbilt owns the most beautiful house exteriorly in America. It is of white stone, and built in the style of the French renaissance. In this residence have been held some of the most magnificent entertainments. Mr. W. K. Vanderbilt is in disposition and appearance considerable like his father, William H. Vanderbilt. About a year ago he became chairman of the board of directors of the Lake Shore and Michigan Southern railroad, on the abdication of that position by his father.

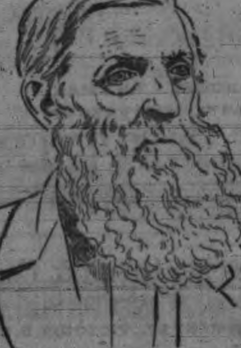
Taking Care of the Sick.

[New York Sun.]

"Oh, dear," sighed a farmer's wife, wearily, as she dropped into a chair after a hard day's work, "I feel just as if I were going to be sick. My head throbs, my back aches dreadfully, and——"

"By gosh," interrupted the farmer, starting up and seizing his hat, "that reminds me. I forgot to give the two-year-old colt his condition powders to-night, an' he's been a wheezin' all day," and he hurried to his barn.

A Venerable Historian.



GEORGE BANCROFT.

Mr. Bancroft, who recently celebrated his 84th birthday in excellent health, is a native of Massachusetts. He graduated at Harvard and pursued a course of three years further study in Germany. On his return to this country he contemplated entering the ministry, but settled down to a literary life. His principal work has been his history of the United States, the first volume appearing in 1834, and the tenth and last forty years later. At times he has taken a lively interest in politics; was collector of the port of Boston in 1838, secretary of the navy under Polk, minister to England in 1846, to Prussia in 1867, to the North German confederation in 1869, and to the German empire in 1871. He is still engaged in literary labor.

CLASSIFIED BUSINESS CARDS.

MEDICAL.

Dr. MORRISON,
RECENTLY FROM TORONTO, CANADA.
Office, over the London House, Government Street, B. C. Special attention paid to diseases of the Eye and Ear, and disease of Women and Children. Calls promptly attended both day and night.

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OFFICE:—Langley Street, Victoria.
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PHYSICIANS & SURGEONS.
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First-Class European Chef,
And are now prepared to supply
MEALS AT ALL HOURS,
After the European style.
THE BAKING DEPARTMENT
Is under the supervision of an experienced German Baker.
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AND ALL KINDS OF
FINE
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A SPLENDID ASSORTMENT OF
Provisions, Liquors, Etc.,
Every article for hotel, boarding house or private family use.
HENRY SAUNDERS
Johnson Street
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TRAVELERS' GUIDE

CANADIAN PACIFIC RAILW'Y

Time Card No. 5.

To take effect at 12 p. m. Sept. 4, 1884.

GOING EAST. No. 3, Freight. Saturd'y only.	GOING EAST. No. 1, Mixed. Tuesd'ys Thurs.	Distance.	STATIONS.	GOING WEST. No. 2, Mixed. Monday Wed.	GOING WEST. No. 4, Freig't Frid'ys only.
5.00A.M.	5.00A.M.	0	D Pt. Moody A	6.30P.M.	6.00P.M.
6.00 "	6.00 "	12	D Pt. Hamm'd A	5.00 "	5.30 "
7.00 "	7.00 "	20	Whonnock	4.50 "	5.00 "
7.35 "	7.35 "	30	Mission	4.10 "	4.10 "
8.35 "	8.25 "	40	Nicomen	3.15 "	3.15 "
9.10 "	9.10 "	49	Harrison River	2.35 "	2.35 "
9.55 "	9.55 "	59	Agassiz	2.05 "	1.50 "
10.35 "	10.35 "	69	Ruby Creek	1.35 "	1.20 "
11.30 "	11.30 "	78	Hope	12.50 "	12.50 "
12.05P.M.	12.05P.M.	87	Texas Lake	12.15 "	12.15 "
12.45 "	12.45 "	89	Emory	11.35A.M.	11.35A.M.
1.10 "	1.10 "	90	A Yale D	11.00 "	11.00 "
1.30 "	1.30 "			10.45 "	10.45 "
	2.30 "			10.00 "	10.00 "
	3.20 "	102	Spuzzum	9.10 "	9.10 "
	4.10 "	117	North Bend	8.10 "	8.00 "
	5.30 "	128	Keefers	7.00 "	7.00 "
	6.45 "	136	Cisco	6.30 "	6.30 "
	7.15 "	144	Lytton	5.25 "	5.25 "
	7.40 "	150	Gladwin	5.00 "	5.00 "
	8.30 "	154	Thompson	4.40 "	4.30 "
	9.10 "	160	Drynock	4.00 "	4.10 "
		166	Spence's Bri'ge	3.40 "	3.40 "

Train No. 5—Freight,

Leaves Yale for Spence's Bridge at 2 P. M. Sundays only.

A. ONDERDONK, General Manager. M. J. HANEY, General Superintendet.

CANADIAN PACIFIC RAILWAY.

The New Line, Toronto & Montreal, via Ottawa.

TIME TABLE.	Morning Express.	Night Express.
Leave Montreal	8:45 A.M.	8:00 P.M.
Arrive Ottawa	12:00 P.M.	11:30 P.M.
" Toronto	10:00 P.M.	8:45 A.M.
Leave Toronto	9:30 A.M.	8:00 P.M.
" Ottawa	7:00 P.M.	4:57 A.M.
Arrive Montreal	10:35 P.M.	8:25 A.M.

Elegant Parlor Cars on day trains. Luxurious Sleeping cars on night trains. Close connection at OTTAWA with trains to and from **Sudbury, North Bay, Pembroke, Renffew, Arnprior.** And all points in the Upper Ottawa Valley. Connections at Toronto for all points WEST, SOUTH and NORTHWEST.

W. C. VAN HORNE, General Manager.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Robt. Irving, Agent, O. R. & N. Co., C. P. N. building, Wharf street.

	1st Class.	2d Class.	3d Class.
Boston	$125 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	80 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	132 25	103 70	68 70
Ottawa	135 00	106 00	71 00
Hamilton	127 20	101 50	66 50
Guelph	126 75	101 50	66 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	56 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 20
Winnipeg	113 25	90 25	54 50

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11:40 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Atlantic Express.	Days from Portland.	Miles.	STATIONS.	Pacific Express.	Days from St. Paul.
5.00 P.M.	1st day	0	Lv....Portland....Ar	8.10 A.M.	4th day
6.0	"		East Portland		"
9.27	"	66	Ar...Hood River...Lv	4 12	"
10.30	"	[illegible]	Dalles	2.50	"
11.00	"	[illegible]	Dalles	[illegible]	"
2.55 A.M.	"	187	Lv...Umatilla...Lv	10 35 P.M.	"
4.20	"	208	Ar. Wallula Junction. Lv	9.20	"
4.40	"	208	Lv. Wallula Junction. Ar	8.30	"
6.33	"	274	Palouse Junction	6.33	"
10.00	"	345	Ar...Sprague...Lv	5.45	"
11.22	"	[illegible]	Cheney	1.50	"
12.15 P.M.	"	[illegible]	Spokane Falls	1.04	"
1.28	"	[illegible]	Rathdrum	11.57 A.M.	"
3.30 A.M.	"	[illegible]	Missoula	1.10	"
[illegible]	"	[illegible]	Garrison	9.50 P.M.	"
[illegible]	"	935	Ar...Helena...Lv	6.15	"
[illegible]	"	[illegible]	Lv...Helena...Ar	5.45	"
1.30 P.M.	"	[illegible]	Bozeman	1.55	"
[illegible]	"	[illegible]	Billings	7.25 P.M.	"
5.25	"	[illegible]	Bismarck	11.25	2d
5.25 A.M.	3d	1441	Fargo	2.40	1st
[illegible]	"	[illegible]	Brainerd	2.45 P.M.	"
12.30 P.M.	4th	1911	Ar...St. Paul...Lv	4.00	"

Emigrant train leaves East Portland daily, at 6:20 A. M., arriving at 7:40 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 5:20 P. M., and East Portland at 6:30 P. M., connecting with N. P. R. R. train for all points east.

Northern Pacific train to connect with Puget Sound and Victoria boats leaves Portland daily at 9:25 A. M., arriving at Tacoma at 6:55 P. M.; leaves Tacoma for Portland at 7:35 A. M., and arrives at 4:15 P. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route.
The great Rock Island Line.
The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 450 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	8.21 P.M.	8.30 P.M.
Ar. Port Huron	1.26 A.M.	7.00 A.M.
" London	4.50 A.M.	11.20 A.M.
" Hamilton	6.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	5.10 P.M.
" Toronto	8.10 A.M.	7.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily, Sunday included. CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

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Is universally known because (1) it is the only line out of Chicago running its trains via the Niagra Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

	a.m.	a.m.	p.m.	p.m.	p.m.
Lv. Chicago	†6.45	†8.55	*4.15	*8.40	†8.55
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. Detroit	†6.16	†6.25	11.50	*5.52	†8.25
	p.m.	p.m.	a.m.	a.m.	a.m.
Ar. St. Thomas	†11.30	†11.45	*3.25	*10.05	11.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. V. R. (via C. Toronto)	†9.00	†0.20	†9.30	†3.40	†6.35
Ar. Niagara Falls	*2.50	*8.30	*6.25	*1.50	*8.20
Ar. Buffalo	†3.40	†4.00	*7.50	*2.00	†0.45

Connecting with N. Y. C., N. Y., L. E. & W., E. L. & W., and R. N. Y. and P. Railroads.

O. W. RUGGLES, Gen Pass. and Ticket Agent, Chicago.

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THROUGH EXPRESS PASSENGER TRAINS run Daily (Sundays excepted) as follows:
Leave Pointe Levis.......8:00 A. M.
Arrive Riviere du Loup.......12:05 P. M.
" Campbellton.......7:03 "
" Dalhousie Junction.......7:41 "
" Bathurst.......9:20 "
" Newcastle.......11:00 "
" Moncton.......1:40 A. M.
" St. John.......5:30 "
" Halifax.......9:20 "

The Grand Trunk Trains leaving Montreal at 10:15 p. m., connect at Pointe Levis with these trains.

The Trains to Halifax and St. John run through to their destination on Sundays.

All Trains are run by Eastern Standard Time.

D. POOTINGER, Chief Superintendent.

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ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
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ATLANTIC EXPRESS LEAVES PORTLAND 5:00 p.m. daily, arrives at Minneapolis or St. Paul, 12:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

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THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:
CITY OF TOKIO, March 5th.
City of Rio de Janeiro, Feb. 14th
Excursion tickets to Yokohama and return at reduced rates.
For NEW YORK via PANAMA.
SAN JOSE - February 14th.
At 10 o'clock A. M.
Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatemala, Acajutla, La Libertad and Punta Arenas.
For Honolulu, Auckland and Sydney.
AUSTRALIA Feb. 14th
at 2 o'clock p.m. or immediately on arrival of the English mails.
☞ $10 additional is charged for upper cabin passage.
For freight or passage apply at the office, corner First and Brannan streets.
WILLIAMS, DIMOND & CO., Gen. Agents.

European Steamship Company.

To and from Europe via the following Lines
AMERICAN, INMAN, WHITE STAR,
ANCHOR, GUION, RED STAR,
ALLAN, NATIONAL, CUNARD,
NORTH GERMAN LLOYDS, STATE,
HAMBURG AMERICAN PACKET COMPANY
ROTTERDAM LINE, ITALIAN LINE
In Connection with Railroad Tickets Overland via
NEW YORK BOSTON BALTIMORE
PHILADELPHIA OR QUEBEC.
For information call on or address
A. L. MAXWELL,
Agent N. P. R. R. Co.
Overland Ticket Office, Foot of Ash St.
PORTLAND, OREGON.
☞ Berths secured in advance by Telegraph.

FOR SEATTLE.
ELIZA ANDERSON,
Via PORT TOWNSEND.
Will leave Victoria for the above-named ports every
Sunday at 2 o'clock A. M., and Wednesday and Friday at 2 A. M.,
Returning from Seattle, leave Tuesdays, Thursdays and Saturdays at 2 A. M. ja16

W. R CLARKE,
Auctioneer,
Appraiser and Commission Merchant.
SALESROOM:—FIRE PROOF BUILDING, YATES ST.
VICTORIA, B. C.
☞ Liberal advances made on consignments.
☞ To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.
N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.
Office of Harbor Master and Port Warden.

SAILING OF VESSELS—RAILROADS, ETC

For San Francisco.
Carrying her Majesty's Mails, Wells, Fargo & Co's Express, and Northern Pacific Express.
The Pacific Coast Steamship Co.'s Steamer
MEXICO.
Will sail from Victoria wharf, outer harbor, for San Francisco on
FRIDAY, FEB. 20th, AT NOON.
Intending Shippers are requested to make arrangements for Freight as early as possible, so that room may be reserved for their shipments.
Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock P. M., on Thursday, February 19th.
For Freight and Passage apply to
WELCH, RITHET & CO., Agents
fe7

THE OPPOSITION
STEAMER
TEASER
FOR
New Westminster, Port Hammond
And way ports, leaves Turner, Beeton wharf at 9 p. m., on TUESDAYS and FRIDAYS.
Fare to New Westminster - $1 50
Freight per ton - - - - 2 00
WM. MOORE, Master.

CIGARS, TOBACCO, ETC.

FRANK CAMPBELL,
IMPORTER AND DEALER IN
FINE HAVANA CIGARS.
Meerschaum Pipes,
SMOKING TOBACCO
CORNER YATES AND GOVERNMENT STS.
VICTORIA, B. C.

KURTZ & Co.,
Pioneer White Labor
Cigar and Cigarette Manufacturers.
Established, 1879.
VICTORIA. - - BRITISH COLUMBIA

CHAS. HAYWARD
Funeral Director
and Embalmer.
Government St. VICTORIA, B. C.

Buy It! Try It!!
TRADE MARK
RED CROWN
FLOUR!
New Process.
Best for Family and Baker's
USE
☞ HAVE NO OTHER ☜
For Sale by all Respectable Grocers
At Wholesale and Retail
Ask for it! Manufactured by
ISOM LANNING & CO.
Albany, Oregon.

THE ISLAND RAILWAY
ABLE BODIED MEN
Accustomed to Chopping
WANTED
FOR THE ISLAND RAILWAY.
Apply to
Robertson, McLagan & Co.,
Second door south of P. O., Government St.

ZED S. HALL,
Bookseller & Stationer
Columbia Street,
New Westminster.
Books, Periodicals,
STANDARD WORKS ORDERED from England and the United States at short notice and at publishers' prices.
se17tf

HOTELS AND RESTAURANTS.

RAILROAD HOTEL,
JOHNSON STREET
Opposite Shotbolt's Drug Store, VICTORIA.
Thoroughly Renovated & Re-furnished
Best Board and Cleanest Beds in the City.
MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and lodging per week $5.50. Terms Cash.
JOHN BEGG, Proprietor.
(!)

NEW COLONIAL HOTEL!
Columbia St., New Westminster, B. C.
This new and elegant hotel is NOW OPEN and ready for the reception of guests.
The building and furniture are entirely new throughout, and it is the
BEST FURNISHED HOTEL
IN BRITISH COLUMBIA.
The Building is Fire-Proof throughout, is most complete in all its appointments, and strictly First-Class.
☞ Rooms may be secured by Telegraph.
J. E. INSLEY, Proprietor.
CHAS. WILSON, Manager.
dec5-tf

GEORGE VIENNA,
DEALER IN
GAME, FISH, FRUIT,
Vegetables, Etc.
Victoria Market, Government Street
Two Doors North St. Nicholas Hotel
VICTORIA, B. C.
All kinds of Game, Fish, Fruit, etc., kept constantly on hand in season, and delivered free of charge. (!)

QUEEN'S MARKET
GOVERNMENT ST. VICTORIA, B. C.
GOODACRE & DOOLEY,
WHOLESALE AND RETAIL
BUTCHERS.
Contractors by appointment to Her Majesty's Royal Navy.
Shipping Supplied at Lowest Rates.
(!)

OLD LONDON MARKET
Cor. Douglas and Yates Streets, VICTORIA, B. C.
U. NELSON & CO.,
DEALERS IN
Choice Beef, Pork,
MUTTON AND VEAL.
Also Salt Meats of all kinds. Families, hotels, and ships supplied at bed rock prices. aug21 (!)

DRY GOODS AND CLOTHING.

KING TYE CO.
Importers, Manufacturers, also Wholesale and Retail Dealers in Foreign and Domestic
GROCERIES,
Opium &c.
Also Manufacturers of all Kinds of
CLOTHING.
Cormorant Street, above Store.
P. O. Box 203. VICTORIA

ESTABLISHED 1858.
Suits! Suits! Suits!!
Men's Boys and Children's suits in great variety and at such
REDUCED RATES
As will pay you to see them before purchasing elsewhere; at
A. GILMORE'S,
JOHNSON STREET, Victoria.
(!)

THE WHITE HOUSE.
STAPLE AND FANCY
Dry Goods Emporium.
Government Street. VICTORIA, B. C.
Hutcheson, Young & Co.
(!)

W. D. McKILLICAN. W. J. ANDERSON
McKILLICAN & ANDERSON
CONTRACTORS
—AND—
BUILDERS.
Job Work Executed with Neatness and Dispatch.
All Work Guaranteed to give Satisfaction.
Stair Building a Specialty.
Langley Street, between Broughton & Courtney
VICTORIA, B. C.
(!)

NOTICE!

ALL THOSE INDEBTED TO THE FIRM of Callbreath, Grant & Cook, Cassiar, are requested to call on the undersigned between now and the 1st February next, at the office of Rand & Lippsett, second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.

JOHN GRANT.

Victoria, Dec. 3rd. 1884. de3-td

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday Feb. 21, 1885.

THE TIMES.

—PUBLISHED DAILY AND WEEKLY, BY THE TIMES PUBLISHING COMPANY.

OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

One year for	$9.00
Six months	5.00
Three months	3.00

Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES, per year	$2.00
" " six months	1.25

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification inserted for less than $2, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter items, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO., Victoria B. C.

WHERE OUR MONEY GOES.

Notwithstanding the adaptability of our soil and climate to the successful cultivation of fruit, our people bought in the United States, during the past fiscal year, green fruit alone to the value of $17,135, on which they paid a duty of $2,935.93. The items were as follows:

	Value.	Duty.
Green apples	$5,736	$ 424 90
Blackberries, gooseberries, raspberries, strawberries	342	46 50
Cherries and currants	952	66 50
Cranberries, plums and quinces	1,062	85 80
Grapes	3,858	1,456 73
Peaches	2,650	342 50
All other green fruits	2,545	509 00
	$17,135	$2,935 93

The importations of dried fruits, oranges, lemonds, prunes, etc., were enormously greater, but as they are not indiginous to our Province, it is unnecessary to quote the figures, as they have no bearing on the point. The green fruits mentioned above are all grown here, and if proper attention were given to their cultivation, the sum of $20,000, which now goes to enrich the fruit-growers of California and Oregon, might be retained in the pockets of our own people.

MILITIA EXPENDITURE.

Canada is spending a million dollars a year on the Militia department. More than half that expenditure is thrown away. The battalions in the cities are kept in a state of comparative efficiency, but in the rural districts the organization exists only on paper. The companies are never called together for drill, except when they are mustered to camp for a few days once in two years. The officers do not know where the men are to be found. In the event of an emergency it would take days to get a company together, and when collected the men would be found without any military knowledge or discipline. The people's money goes, and there is no return for it. We do not think it would be wise to make a Germany or France of Canada. We have no foreign enemy to fear, unless it is the United States, and if we could once get rid of our tariff wall international trade would soon create such a community of interest that any proposition to provoke a quarrel would be quickly frowned down on both sides of the line. But for a young country like Canada to waste a million dollars a year is the height of folly. It is equivalent to adding $20,000,000 to our public debt. Somebody ought to probe the question in Parliament, to the end that we should get value for the expenditure or save the money in future.

THE SOUDAN WAR.

The news from the Soudan for the past few days has not been reassuring. The calling out of the reserves, and the unusually large orders now being filled at the arsenals, point to a long campaign, the end of which, or the consequences likely to ensue, cannot now be predicted. In the death of Gen. Stewart, another brave soldier has given up his life in defence of his country. Gordon, Stewart, Earle and Burnaby have already baptized with their blood the sands of the desert; and before the fanatical hordes of Kordofan and the Upper Nile countries are brought fully and completely under subjection, many other valuable lives will have to be sacrificed.

LORD CHARLES BERESFORD is one of the bravest and most dashing officers of the British army. In the words of the old army song he is up to any mortal thing from manslaughter to pitch and toss. He it was who knocked out a professional prize fighter. He it was who, as commander of the Condor at Alexandria won from the admiral the signal, "Well done, Condor." He it is, who with twenty men went up the Nile, its banks lined with hostile batteries, rescued Wilson and his men from almost certain annihilation, and brought them safely back to Stewart's camp. With such men as Beresford in the British ranks, the honor of Britain is safe.

THE POSTOFFICE DEPARTMENT.

Annual Report of Postmaster General—The Statistics for British Columbia—Interesting Particulars.

[From Our Special Correspondent.]

OTTAWA, Feb. 12.

In the annual report of the Postmaster General, which has been laid on the table of Parliament, it is stated that during the year 442 additional post offices were established, making the total number in operation on the 1st of November last 6,837. Mail service has been organized on 2,488 additional miles of post route, including sections of railways under construction as completed for train running; and besides placing mails on these new post routes, increased frequency has been given to the communications on many routes already in existence. Under the operation of these improvements the annual mail travel has been increased by 1,421,195 miles. The transactions of the Post Office Savings Bank has considerably increased during the year, the number of depositors having risen from 61,059 in 1883 to 66,682 in 1884, whilst in the same time the amount held in deposit has increased from $11,976,237 to $13,245,552. The following is a comparative statement of postal business in Canada during the years 1879, 1883 and 1884:

	1879.	1883.	1884.
No. of postoffices	5,603	6,395	6,837
No. of miles mail route	39,598	44,643	47,121
No. of miles annual travel mail	16,156,034	19,465,121	20,886,316
No. of letters	43,100,000	62,800,000	66,100,000
No. of post cards	6,940,000	12,940,000	13,580,000
No. of registered letters	1,980,000	2,650,000	3,000,000
Postal revenue	$1,534,363	$2,264,384	$2,330,741

BRITISH COLUMBIA.

The following table shows the number of post offices, extent of mail travel, number of letters and newspapers, &c., the postal revenue and expenditure, money order and post office savings bank business in British Columbia, for the year ended 30th June, 1884:

Number of post offices	83
Number of miles of post route	2,346
Annual rate of mail travel in miles	297,724
Number of letters	900,000
Number of post cards	45,000
Number of registered letters	40,000
Number of free letters	60,000
Number of newspapers and periodicals posted otherwise than from office of publication	60,000
Number of books, circulars, samples and patterns, and other miscellaneous articles	70,000
Number of parcels by post	24,000
Revenue for the year	$34,569.15
Expenditure for the year	75,170.45
Number of money order offices	18
Amount of money orders issued during the year	604,300.90

MISCELLANEOUS.

Arrangements have been made for extending the convenience of remittances by money order between Canada and other countries. Money orders may now be exchanged with France, Sweden, Norway, Denmark, and the Netherlands, and generally with all British possessions and foreign countries with which the British post office has money order arrangements. There has been a general increase in the money order business. The total amount of issues of all kinds was $10,067,834.85, as compared with a similar total of $9,490,899.62 in the preceding year. The total postal revenue for the year ending 31st June, 1884, was $2,330,741.38, and the expenditure for the same period $2,931,387.80, the increase in the expenditure over that of 1883 being $243,992.99.

The number of letters registered during the year is estimated to have been about 3,000,000, of which 105 failed from various causes to reach their destination. The number of ordinary dead letters, circulars and post cards received at the dead letter office this year was 666,892, and the number of letters sent to dead letter office for special reasons, such as want of proper address, non-payment of postage, &c., was 97,839. As many as 12,948 registered letters were received at the dead letter office, and were disposed of as follows; Delivered from dead letter office to addresses, 4025; returned to writers or to country of origin for that purpose, 8192; failed of delivery to either address or writer, and found to be of no value, 511; remaining in dead letter office, or in hands of postmasters for delivery, 220.

JOSH

The Premier's resolution, approving of the agreement with the C. P. R. Co. was carried in the House today a vote of 16 to 7.

Minister o Railways Report.

The annual report of the minister of railways was laid before Parliament on Wednesday last. From it the following particulars in connection with the Canadian Pacific Railway are learned: On the British Columbia section, now being completed by the Government, there were only three miles of track to be laid, which would finish the road from Savonas Ferry to Port Moody, 213 miles. On the Port Arthur and Callender section, 403 out of a total of 657 miles were reported completed December 31, while grading has been done on 198 miles additional. Of the total distance of 2550 miles the road has been graded for 2294 miles and rails laid upon 2070 miles, leaving 256 miles of grading and 480 miles of track-laying still to be done. The total distance ballasted is 1880 miles, leaving 67 miles yet to be done. The total amount of cash subsidy paid by the Government to the company up to December 31 was $19,773,037 out of a total of $25,000,000 granted, leaving $5,226,962 still unearned by the company. On account of the loan granted last session of $22,500,000, the company has drawn $18,500,000, leaving $11,000,000 still available. Up to December 31 the company had earned 13,755,763 acres of land, of which one-fifth was retained by the Government pending completion of the road.

A Note Book Astray.

Some amusement was created in Court, not long since, upon the discovery being made that Mr. Chinese Commissioner Gray had used his judicial note book for commission work, and had taken it to Ottawa. The consequence being that the hearing of an appeal had to be postponed until the return of the itinerant volume. Will its pages of foreign travel contain any narrative of royal nights with the choice spirits of the California Bar, or of the genial Nicholas' ethnological researches in the city of St. Francis?

TELEGRAPHIC.

Gen. Buller's Position.

KORTI, Feb. 20.—The night attack on General Buller's forces while on retreat from Gubat toward Korti was made by a party of Arab sharpshooters estimated to number about 400. The Arabs fired at long range, and the British soldiers shielded themselves as well as they could behind their hastily constructed entrenchments. No serious attempt was made to return the enemy's fire owing to the necessity of husbanding ammunition. On the British side two men were killed and eleven wounded. Among the latter is Chas. Williams, correspondent of the London Chronicle. Gen. Buller erected three new forts and was preparing for a seige. He has dispatched a messenger to General Wolseley describing the situation as critical, and stating that El Mahdi is advancing on his position with an immense force. The only correspondents now left with General Buller are Mr. Williams, and Mr. Budleigh of the London Telegraph, wounded in the action near Gubat, in which General Stewart was shot.

The Hero Dead.

KORTI, Feb. 20.—General Sir Herbert Stewart, who was wounded at the battle of Abu Klea, died on the 16th at Gakdul Well, to which place he had been removed.

Reserves Called Out.

LONDON, Feb. 20.—In the Lords to-day Earl Granville presented the Queen's message calling out the reserves and ordering the embodiment of the militia in view of the necessity of defense in Egypt and the protection of the interests of the Empire. The message consists of two portions, one ordering out the reserves, the other calling out the militia. The reserves are soldiers who have completed their first term of service (6 years) with their colors, and are then allowed to retire to civilian life. They are always liable to be summoned in case of emergency to serve another term of six years. This action has created a profound sensation and a general feeling of alarm respecting the safety of not only the forces under Gen. Buller, but also those under Wolseley and Brackenbury. The opinion is widely expressed that the war office has received more startling information from Wolseley than that conveyed in the telegram this afternoon in relation to Buller being hemmed in at Abu Klea wells.

It is noticed that the quantity of ammunition and projectiles now under process of manufacture and preparation at Woolwich arsenal for transport to Egypt is greater than the quantity sent out of the country during the entire Crimean war. This fact induces the belief that the Government is preparing for a long campaign.

The Soudan Governor.

LONDON, Feb. 20.—The Marquis of Hartington stated that Prince Hassan had been appointed Governor-General of Soudan at the suggestion of Gen. Lord Wolseley. Prince Hassan would be under the authority of Lord Wolseley. The Marquis also stated that the Government expect that Lord Wolseley will to-day have received one volume of Gen. Gordon's diary. The remaining volumes, believed to be five in number, were on the way from Gubat to Korti.

Sensible Instructions.

OTTAWA, Feb. 19.—Cartwright gives notice of a motion that in the instructions of the Department of Agriculture for taking a census of the Province of Manitoba and the Northwest, the enumerators be directed to ascertain of what materials dwellings are constructed, how many rooms and how many families live in each dwelling.

British Dispatches.

Special Dispatches to THE TIMES.

The Scots Guards.

LONDON, Feb. 21—The enthusiasm of the London populace for a vigorous prosecution of the war in the Soudan reached a culmination to-day, on the occasion of the departure of the Scots guards from the capital. At Westminster bridge, the Prince of Wales, accompanied by his daughter, was waiting to bid the Guards God speed. The Prince signalized the event by appearing in the uniform of the Guards. He addressed them briefly, encouraging them to high endeavor, and expressed hope that the necessity their absence from England might be of brief duration. The royal party remained while the guards embarked upon the steamer to take them to Gravesend.

More Trouble Brewing.

LONDON, Feb. 21.—The papers make much of the account published in the Times that there is great danger of a conflict between Russians on Afghan outposts. The trouble arises over a disputed territorial boundary.

American Dispatches.

Special dispatches to the THE TIMES.

Railway Accident.

CINCINNATI, Feb. 21.—The St. Louis express train, due here this morning, ran into the rear car of a train waiting on the side track at Delhi, twelve miles from this city, injuring some fifteen passengers, all suburban residents of Cincinnati. The cause of the accident was an open switch, but why it was open is not clearly explained. Several of the injured received serious wounds. Not far from the same time, another accident happened on the road at Lockland Station, thirteen miles north of the city. The New York express train was approaching the city and had just passed Lockland when it ran over a broken rail. Two sleepers and the rear passenger coach were thrown from the track. No one was killed so far as known, and only two reported seriously injured. Quite a number of others were more or less bruised.

Terrific Explosion.

PITTSBURG, Pa., Feb. 21.—A terrific explosion of natural gas occurred in a two-story brick dwelling occupied by Helsey Bros., cigar makers, Wellsburg, W. V., at half-past 1 o'clock this morning. The building, together with the adjoining property, was entirely demolished. Six persons are reported killed.

Foreign Dispatches.

Grave Disaster Reported.

BERLIN, Feb. 21.—Bulletin says: London rumors are current here to-day of a serious disaster to the force of General Butler, entrenched at Abu Klea Wells, but neither the war office nor any of the several news agents have any confirmed report.

$25, $50, $75, $100.

Lots at Coal Harbor at above prices for sale by Rand & Lipsett, real estate broker, Government street, Victoria, B. C. *

NOTICE.

FROM AND AFTER THIS DATE, ALL PERSONS owing the Victoria Steam Laundry are hereby notified not to pay the same unless a receipted account is presented signed by the undersigned.

W. CUMYOW.

Victoria, 13th February, 1885. fe18-tf

Notice of Dissolution.

THE PARTNERSHIP HITHERTO EXISTING between MESSRS. GOODACRE & DOOLEY, As butchers, at the corner of Government and Johnson streets, Victoria, is this day dissolved by mutual consent; Mr. Dooley retiring from the business.

All debts due to the late firm are to be forthwith paid to MR. LAWRENCE GOODACRE, who will henceforth carry on the business on his separate account, and who will also discharge all partnership liabilities.

Dated 8th February, 1885.

LAWRENCE GOODACRE,
JOHN DOOLEY.

Witness: J. W. GRIFFITHS.

Canadian Pacific RAILWAY.

Tenders for Engine Houses at North Bend & Port Moody

SEALED TENDERS, ADDRESSED TO THE undersigned, and endorsed respectively: "Tender for Engine House at North Bend," and "Tender for Engine House at Port Moody," are invited from persons wishing to furnish and erect Engine Houses at these points on the Canadian Pacific Railway, in British Columbia, and will be received at the office of the Dominion Government Agent at Victoria, until noon on the

9th DAY OF MARCH, 1885.

Plans and specifications may be seen and forms of tender obtained at the office of the undersigned, in Victoria, Vancouver Island, and also at the office of the Engineer in Charge, at Drynock, near Spence's Bridge, on and after the 16th inst.

Separate tenders must be made for each Engine House and be in separate sealed envelopes addressed as above directed.

Each tender must be accompanied by a deposit equal to five per cent. of the amount of the tender. This deposit must consist of cash, or a bank cheque marked good by the Bank, and it will be forfeited if the party tendering neglects or refuses to enter into a contract when called upon to do so, or if after entering into the contract he fails to complete the work satisfactorily according to the plan and specification.

If the tender is not accepted the deposit will be returned.

Tenders must be made on the printed forms supplied.

The Department will not be bound to accept the lowest or any tender.

JOSEPH W. TRUTCH,
Dom. Government Agent.
Office Dom. Government Agent.
Victoria, B. C., 17th Feb., 1885.

House, Garden, &c, in the Country,

BUSINESS IN TOWN

WITHIN EASY WALKING DISTANCE OF Victoria, and only a little farther from the centre of Esquimalt, soon to be a scene of business and bustle.

FOR SALE

On easy terms on Cloverdale, Saanich Road, lots of one-half or one acre, more or less, with frontage on one or more highways, connecting with Saanich and Burnside roads. One of these highways, Bo'eskine Road, 80 feet, joins on Yates estate the Harriett Road of equal width, and leading to Victoria Arm. The principal highways have been slashed so that pedestrians can pass through. Soil good—clayey loam or black mould. Some excellent spots for nurseries or market gardens.

Reserves have been made on this tract for Church and Public school purposes.

Plans are to be seen at the principal land agencies in Victoria.

Appointments for being shown over the land can be made through the Post Office.

For further particulars or guidance, apply to W. F. TOLMIE.

fe17 Cloverdale, V. D. P. O. Box 226.

ALASKA STEAMER.

THE PACIFIC COAST Steamship Co's steamship

IDAHO,

CARROL, Master.

Will sail from this port on or about

TUESDAY, MARCH 3, 1885.

WELCH, RITHET & CO., Agents.

18th February, 1885. fe19

REMOVAL.

MISS C. A. KANE,

FASHIONABLE DRESSMAKER,

Who has had years of experience in the large houses in New York city, has removed her Dressmaking Rooms from Fort St. opp. Mr. John Weiler's, to

DOUGLAS ST.

Four Doors North of the Royal Hotel.

☞ CUTTING AND FITTING A SPECIALTY ☜

Paper Patterns cut exactly to measure. fe4

THE BELMONT

Tanning and Boot and Shoe Manufacturing Co., Limited.

Manufacturers of and Dealers in

Leather, Boots, Shoes, &c

Upper, Sole, Kip, Calf, Harness, Russet & Bridle Leather.

Cash paid for Hides, Calf & Sheepskins

GOVERNMENT ST - VICTORIA, B. C.

J. E. WHITE, EMPLOYMENT AGENT,

FIRST-CLASS COOKS, WAITERS AND general servants of every description furnished at shortest notice on application at

J. E. WHITE'S,

Second-Hand Clothing Store,

Johnson Street, opposite Henry Saunders.

Hurrah for Good Times!

WANTED

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

WANTED—Apprentices to the millinery. Apply for particulars to FELL & CO., fe17 Fort St.

WANTED—A good Physician and Surgeon as partner in a well-established practice. For further particulars, address C., fe16-6t TIMES Office.

WANTED—A smart active youth who writes a good hand, and quick at figures. Apply to W. DUFOUR & CO., fe16-6t Auctioneers, Yates St.

WANTED—A situation by a young man of fair education and who is not afraid of work. Good references. Address fe12 D. McGIBBON, P. O., Victoria.

ROCCABELLA, CHURCH HILL.—Commodious First-Class Private Boarding House, where boarders will find a comfortable home. For further information call at "Roccabella," or address HENRI JORAND, Esq., fe16-1m P. O. Box, 525.

WANTED—Situation as a Dry Goods Salesman by a young man; 15 years experience; first-class references. THOMAS MATHEWS, fe7 View St., near Cook.

WANTED—Nursing or day work, by a competent woman. Apply at ja5 THE TIMES Office.

WANTED—To let, in a private family, one nicely furnished bedroom, also a suit of rooms. Address M. A., TIMES Office. de31

WANTED—The people to know that Neufelder & Ross keep the finest stock of fancy groceries for the holiday trade. no25-tf

WANTED—Sewing Machine Agent to take orders for the well and favorably known Raymond Sewing Machine. Special inducements will be offered to a competent canvasser. References required. Apply to fe21 A. B. GRAY & CO., Wharf St.

WANTED—Five hundred new subscribers for the DAILY TIMES, which will be delivered at their residences for 25 cents per week.

WANTED—One thousand new subscribers for the WEEKLY TIMES, which contains 42 columns of solid reading matter every week, and is the best family newspaper in the Province. Subscription price only $2.00 per annum.

100 MEN WANTED—To learn that they can place their announcements under this heading at the rate of only 50 cents for three insertions.

TRY IT—Try an advertisement under this heading if you require a situation. The rate is nominal—only 50 cents for three insertions.

PERSONAL.

PARTIES SEEKING INVESTMENT IN CITY or Country property, will make money by calling on the undersigned, who is practically acquainted with all the best locations.

REGINALD NUTTALL,
Real Estate Agent
fe18 Pemberton Block, Yates St., Victoria.

ANY PERSON knowing anything of the whereabouts of one F. J. Sargent, who, it is supposed, was formerly employed on the pilot boat Mary Taylor, and who is supposed to have left this city about nine months ago for Port Townsend, will oblige by sending such information to THE TIMES Office.

FOR SALE.

3 EXCELLENT BUILDING LOTS ON COOK street—one corner lot—suitable for business purposes. Apply R., TIMES Office, fe2

A SCHOONER; 80 tons burthen; well found. Apply at THIS OFFICE. ja29-1m

For Sale Cheap.

A WELL-BUILT, COMFORTABLE HOUSE, standing in a large piece of ground on James Bay: has woodshed and all conveniences; good garden and well fine spring water. Within ten minutes walk of P. O. and five minutes of Beacon Hill. Apply at

CROASDAILE & JONES,
Real Estate Agents.

TEMPERANCE SOCIETIES.

BLUE RIBBON CLUB.

AN ENTERTAINMENT IS GIVEN AT TEMPERANCE Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. HENRY RUDGE, President.

THE Y. W. C. T. U. OF VICTORIA MEETS every 2nd and 4th Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. no5-tf

Perseverance Lodge No. 1, I. O. G. T.

MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

J. P. BURGESS,

Carpenter & Contractor

COR. FORT & BROAD STS.

OFFICE AND STORE FITTINGS.

Jobbing a Specialty.

Low Prices. Prompt Attention

SATURDAY, FEBRUARY 21st.

THREE CHOICE

Building Lots

TO BE SOLD BY

AUCTION.

WE HAVE BEEN FAVORED WITH INstructions from the proprietor, who is leaving for Australia, to sell by Auction at our Salesrooms on Yates street, three doors from Government street, on

Saturday Afternoon, Feb. 21,

Three Choice Building lots on the right hand side of Cedar Hill Road, being subdivision of Lots 31 and 32, part of Section 73, Spring Ridge, and situated about three minutes' walk from the Lion Brewery and not more than twenty minutes walk from the Post Office. The site for the new Woolen Mill is in close proximity to this property; the land is high and dry and cleared. The many improvements going on in this locality make this a desirable investment.

Title perfect. No incumbrance. Plan on view. SALE AT 3 O'CLOCK.

W. DUFOUR & CO.,
fe14-td Auctioneers.

COAL HARBOR

IMPORTANT TO INVESTORS.

Having opened an office in

GRANVILLE,

On Coal Harbor, and as we have for sale all the

Best Property in the Townsite,

Intending investors should call on us before purchasing, when we will take pleasure in showing them the different properties for sale. As the advantage of being able to buy on the ground is of the greatest importance, investors should not fail to take advantage of the facilities offered by us.

F. C. Innes & Co

Geo. D. Clarke,

PRACTICAL WATCHMAKER.

—DEALER IN—

Waltham, Elgin and Nickle Watches.

☞ Repairing of Fine Watches a Specialty.

Yates St., Opp. Bank B. N. A.

CANADIAN PACIFIC NAVIGATION CO., LIMITED.

Taking effect from December 1st, Steamers will leave as follows, viz:—

EAST COAST ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SADY.	THURSDAY.	FRIDAY.	SATURD'Y
Nanaimo & Intermediate Pts	7 A. M.	....	7 A. M.	....	7 A. M.	....
Comox	....	....	7 A. M.	....	....	....

FRASER RIVER ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD'Y
Ladner's Landing, New Westminster and Pt Hammond	....	7 A. M.	....	....	7 A. M.	....
Plumper Pass	....	....	....	....	7 A. M.	....
Granv'le, Moodyv'le, Pt Moody	....	....	....	....	7 A. M.	....

NOTE—Freight for Hope, Yale and Points in the Interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package.

For Burrard Inlet Ports—Steamer Otter, Capt. Meyer, will leave C. P. N. Co.'s wharf, Wednesday, February 11th, at 5 o'clock a. m.

No freight will be received after 5 p. m.

JNO. IRVING, Manager.

At Last!

The Terminus Question has been decided.

The Surveyors are now Locating the Extension to

VANCOUVER

On Coal Harbor,

Where we have for Sale the

Most Central Business Property,

Finest Water Frontage, and the

Best Situated Residential Property,

BY THE LOT,
BY THE BLOCK,
BY THE ACRE.

The Land immediately adjoining Granville is now being cleared and a rebate of Fifty per cent is now being offered to purchasers agreeing to build.

The owners of this property, while willing to give easy terms of payment, are ready to give a *clear and unencumbered title* to parties desirous of paying in full.

Now is your Time to Invest!

Plans and Price Lists can be had on application.

Robertson, McLagan & Co.,
Government Street,
VICTORIA.
Second door south of P. O.

HOWSE & RICKMAN,
LAND SURVEYORS.
Real Estate Brokers,
ACCOUNTANTS, Etc., Etc.
FRONT STREET, NEW WESTMINSTER, B. C.
Opposite C. P. N. Co's wharf
P. O. Box 61.

Garesche, Green & Co.,

BANKERS,

GOVERNMENT ST., VICTORIA, B. C.

DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

GOLD DUST & U. S. CURRENCY

PURCHASED AT HIGHEST MARKET RATES.

Sight Drafts & Telegraphic Transfers

San Francisco, New York & Canada.

Exchange on London.

Available in all parts of Europe, England Ireland and Scotland.

LETTERS OF CREDIT issued on the Principal Cities of the United States, Canada and Europe.

Agents for Wells, Fargo & Co.

GUNSMITHS, ETC.

HAS ARRIVED!

THOMAS THOMPSON,

Practical Gunmaker from Birmingham, England.

Has also had 22 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and resighted. Sewing Machines repaired, Cutlery ground and set. Locksmithing and General Repairing done. All work guaranteed.

Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct 15-tf

LIDDLE & KAEDING,

Sole Agents for the famous

Breech-Loading Shotgun of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.

538 Washington St., San Francisco. oct 13-3m

NEUFELDER & ROSS
Importers and Dealers in Staple and Fancy Groceries, Wines & Liquors quality Guaranteed
VICTORIA, B. C.

AGENTS FOR

JESSE MOORE'S

BOURBON WHISKEY.

LOWENBERG, HARRIS & CO.,

Real Estate Agents.

PURCHASE, SELL AND LEASE PROPerty, collect rents, make loans on mortgage and transact all business relating to

REAL ESTATE.

Maps showing the various districts on the Island and Mainland, the situation of desirable City Lots, Homesteads, Gardening and Farm Lands, can be consulted at their office. fe13

TEAS! TEAS!

OPPENHEIMER BROS

Received per ship "Undaunted," direct from China the undernoted

CHOICE BRANDS OF TEA.

Extra Choicest Garden Picked English Breakfast Congou Tea in 5lb cads and 27lb mats.
Choicest Fancy Rolled Leaf English Breakfast Congou Tea in 5lb cads; 27lb & 64lb mats.
Extra Choicest Formosa Oolong Tea in 5lb cads.
" " Young Hyson, " "
" " Orange Pekoe " "
" " English Breakfast " 5 & 10lb tins
" " English Breakfast " 5 & 11lb tins
" " Uncolored Japan Tea in 5 & 11lb tins
" " Japan Tea in 5lb cads.
" " Japan Tea in 11lb papers.

WILL BE SOLD AT LOW PRICES.

Window Glass

CHANCEY'S 16-OZ.

All Sizes; from 7x9 Upwards.

For Sale at the

Victoria Sash and Door Factory.

Muirhead & Mann.

ja19

Special Notice.

NEITHER THE STEAMER ELIZA ANDERSON nor the owners thereof will be responsible for debts contracted by any one, unless upon a written order signed by either Captain or Purser. By order

THOS. WRIGHT, Manager.

January 31, 1885. ja31-1m

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday, Feb. 21, 1885.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—O. R. & N. Co.'s steamers leave Victoria every morning, Sundays excepted, at 4 a. m., standard time, or 3:35 Victoria time, making close connection with the N. P. R. R. at Tacoma.

FOR SEATTLE, via Port Townsend—The Eliza Anderson leaves every Sunday, Wednesday and Friday mornings at 2 a. m.

FOR NANAIMO—The Enterprise leaves Monday, Wednesday and Friday at 8 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday, Wednesday and Friday Morning at 7 o'clock.

FOR BURRARD INLET—The Steamer Otter leaves C. P. N. Co's wharf every Wednesday at 5 o'clock a. m.

FOR NEW WESTMINSTER, PORT HAMMOND and way ports—The Princess Louise leaves Tuesday and Friday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Wednesday at 1 p. m.; Seattle at midnight; Port Townsend, Thursday, at 8 a. m. Returning leaves New Westminster via San Juan Island, every Saturday, at 6 a. m., arriving at Tacoma on Sunday.

FOR NEW WESTMINSTER, PORT HAMMOND and way Ports—The steamer Teaser leaves Turner, Beeton & Co.'s wharf Tuesdays and Fridays at 1 a. m.

CITY AND PROVINCE.

—The steamer Adelaide got off the bar, and arrived at New Westminster yesterday.

—Steamer North Pacific brought a car load of Chatham (Ont.) wagons to-day for E. G. Prior.

—The total cost of the Esquimalt graving dock will be $660,000. The Imperial Government contributes $243,000.

—There was a cut in rates to-day from the Mainland, and passengers were brought down to Victoria for four "bits."

—Mr. W. Boughner, late of the Bush Tavern, Esquimalt road, died at his residence on Thursday night. The body was interred to-day.

—Steamer Princess Louise to-day brought 50 bales hay for J Jordan, 67 bales hay for R Seabrook, and doors, sash and lumber for the Dominion Sawmill Company.

—A brick building on Fort street, near Government, has risen as if by magic within a day or two. At its present rate of progress we expect to see it completed and filled with a stock of some kind by the end of next week.

—Passengers by the steamer Eliza Anderson to-day were: H Cordova, W H Staliken, J Hautner, J W McLeod, R Gibson, C F Clancy, W Wittey, J Moortal, Mr D Nash, Miss White, W L Smith, Victor Gill, J G Maginnis, Capt Waterbury.

—The following were passengers by the steamer North Pacific to-day from the Sound: J Smith, W Smith, W Thomas, B McDonald, J Crawford, Capt Hill, E A Parker, A S Gowan, Miss M E Parker, C F Purver and wife, Dan Ross, W Lightfoot, and 3 Chinamen.

—Mr. S. Greer, whose name has figured so prominently of late in connection with Coal Harbor squatters' claims, is in the city. It is to be hoped that he will take legal proceedings in this matter, as the public want to learn the true inwardness of the whole transaction.

—Passengers who have arrived at Port Hammond from up the line, in freight cars, report the land slide on the track as not yet cleared away. Two or three more slides are reported above, and the interruption to traffic will continue for some time.

—The steamer Teaser to-day brought the following passengers from the mainland: Mr Preston, T Green, D N Pool, W N Onock, J M McRae, Geo W Thompson, Robt Hill, W A Wiseman, W Yager, Davis, Vintament, Matthews, Rand, A McDonald, Hutchinson, Hugo, Wintermute, ten from Port Hammond, D Frickelton, J Butler.

—Steamer Princess Louise brought the following passengers from New Westminster to-day: Mr and Mrs McCartney, Mrs Mahood, Mrs Rolley, Mrs Reynold, Mrs Medina, Miss Sinclair, Wilson, McGoven, Capt Cushing, W Junck, Blacker, McMillen, A McLord, Melody Bros, Rosenburgh, J M Cooper, Captain Bunner, Goudy, A McLeod, and others.

Katie Putnam.

This popular little lady opens her engagement of three nights on Tuesday evening next at Philharmonic Hall. The Atlanta, Georgia, Constitution has the following to say of Miss Putnam: "Jolly Katie Putnam and her equally jolly company appeared at Crawford's opera house last evening, before a high y pleased audience, who went fully determined to get a full measure of enjoyment out of the entertainment, and who thoroughly succeeded. The bill was "Lena the Madcap," and the piece is calculated to show Miss Putnam and her company in the very best light The story of Lena is simple and interesting. It depicts the life of a young girl brought up by her uncle, sheltered by him and reared for the ultimate purpose of marrying a certain Dr. Grimshaw, who, as afterward transpires, is the unlawful son of the Commodore Lewis' uncle. In the meantime she has met and formed an attachment for a manly young fellow, Cloudy Monington. The uncle perceives this, and, that his desires may not be thwarted, procures him an appointment as midshipman and sends him off for three years. After a pretty duet between Cloudy and Lena the first act is culminated by a picture illustrating Lena's dream of Cloudy's departure. The second act is devoted to incidents descriptive of the character of the harum-scarum Madcap. In the third act the uncle demands her hand for Dr. Grimshaw. Under penalty of having her sick mother turned out into the street, she consents. Just then her youthful lover returns, but her faith to her plighted word compels her to relinquish him. Then she resolves to systematically cause Dr. Grimsby to release her, which he does only after his having nearly committed a murder in his blind jealousy of Lena, mistaking her cousin Edith, the secret wife of Thurston Wilmar, for her. After this Grimshaw relinquishes Lena and goes out of the country and away from her. The Commodore explains the relationship between himself and Grimshaw, and the play closes with the happy union of Lena and Cloudy.

Smallpox at Nanaimo.

The Provincial Secretary yesterday received a telegram from Dr. Walkem, Nanaimo, announcing that there was one case of smallpox among the workmen on the railway, at camp 10, and subsequently another telegram stated that all the men had left work and would probably arrive in this city to-day. The Health Officer, Dr. Jackson, informs us that the Dominion quarantine law does not apply to coasting vessels, and as there is no provision in the city by-law empowering him to order the vessel into quarantine, all he is able to do under the circumstances is to isolate any case that may be found on board, and take the usual precautions against the spread of the loathsome disease. This afternoon upon the arrival of the boat, policemen will detain her at the outer wharf, where a careful inspection will be made by the Health Officer before she is permitted to land. Any cases found will be removed to the pest house.

LATER—The Health Officer inspected the passengers of the steamers Enterprise and Hope, and finding no indications of smallpox, allowed them all to land. We are informed that no men left the camp in consequence of a smallpox scare.

VOICE OF THE PEOPLE.

[THE TIMES wishes it to be distinctly understood that it is in no way responsible for, and does not necessarily agree with its correspondents.]

Eight Hours Work.

TO THE EDITOR OF THE DAILY TIMES:

SIR,—Seeing that our legislators treated the working men's nine hour bill in rather a cold manner, I would say to my fellow-workmen that they should keep up an agitation for eight hours to be a legal days work, for every right thinking man knows that the present ten hour system is little less than slavery. Our Creator never intended men to be mere machines to work, eat and sleep without any time for recreation, and under the present system a man has no chance to enjoy the pleasures of his life, unless he deprives himself of the time he needs for rest and sleep, or else by taking holidays which we workers can ill afford. I think eight hours for work, eight hours for recreation and intellectual improvement, and eight hours for sleep, would tend to elevate the working class and create a happier state of society:

Arouse, ye sons of Canada, ye sons of freedom, rise,
Proclaim the eight hour movement till its echoes reach the skies;
Be earnest, true, still prudent, but firmly take your stand,
Ye are the wealth producers, bone and sinew of the land.
To gain the point use legal means but no coercive power;
Press firmly onward, upward, let your motto be eight hours.
God's blessing on your efforts be, they free from all intrigue;
And then success will wait upon the glorious eight hour league.

A WORKER.

Coal Harbor Club.

TO THE EDITOR OF THE TIMES:

SIR:—Have you heard anything about the formation of a Coal Harbor Club, whose badge is to consist of the founders' initials, enclosed in a ring, followed by a pregnant motto, thus:

DROPT

"By Official Information We Thrive."

It is said that the club equipage (to be built by Ness of Longacre) will far surpass the dappled-greys and double buggy of the festive days when the Railway Commissary's office was in Government street.

CLUBBITE.

Social Order.

TO THE EDITOR OF THE TIMES:

SIR,—It is thought that Senator Macdonald, putting faith in the maxim "that distance leads enchantment to the view," trusts, by absence from the Province, to outgrow his local unpopularity, and that a last effort to secure the Lieutenant-Governorship may be crowned with success. Such consummation, however pleasing to the Senator's ambition, would be eminently unsatisfactory to the public.

Our present Governor has experienced the disadvantage of possessing a provincial record, and those who aspire to succeed him may learn a lesson from his career. Thoughtful citizens have long realized, and recent events in Victoria have demonstrated, the urgent necessity for improvement in the social tone prevalent in the Province. The conditions of society demand that the next Governor shall be a gentleman of high personal character, good education, and adequate means; without these qualifications no leader can exercise the desired influence in this highly cosmopolitan community. Eastern intelligence at last appreciates the fact that our population does not consist entirely of Indians and Chinamen, controlled by an official class of Downing street outcasts; so there is little risk of any broken down politician being appointed to preside at Government House.

BATON.

City Assessors.

TO THE EDITOR OF THE TIMES:

SIR:—A "puzzled citizen" may perchance find a reason for Mr. Croasdaile's appointment as assessor, in the desire of our City Fathers to secure the beneficial influence of independent character, in the compilation of the new roll. Assessors act as judges, deciding questions of valuation, not only from their own experience, but largely upon facts submitted to them. It cannot fairly be suggested that Mr. Heisterman's career in Liverpool, and San Francisco, constitutes a better qualification for the office of assessor than the previous pursuits of Mr. Croasdaile.

A CITIZEN NOT PUZZLED.

Sudden Death.

We regret to have to record the death of Mr. J. Bagnall, an old and respected citizen of Victoria. He died suddenly this morning of heart disease. For twenty years he was an active member of his church choir, and was ever ready to lend his assistance at entertainments for charitable purposes. Deceased was a native of Staffordshire, England, and came to this Province in 1862, where he has since resided. He was 57 years of age. Thus, one by one, our old pioneers are joining the great majority. The relatives and friends have the sympathy of the community in their great affliction.

Letters Held for Postage.

The undermentioned letters are detained for postage at the Victoria office: M Bate, Nanaimo; G A Hill, Seattle; Mrs H Jameson, city; T Keenan, Denman Island; H Wayne, N Saanich; Trapp Bros., New Westminster; M Tish, Newcastle, Aus; Shing Yick, Portland; Miss G E Crawford, San Francisco; White Bronde Co, St Thomas, Ont; J E Cliff, Comox; Wm Cook, city; Kwong Chang Chung, New Westminster; G Dutnall, Metchosin; Yee Lee, Seattle; Quong Chong Wing, Dayton, W T; Shing Yick, (2), Portland; Quong Yoy, New Westminster; John Walsch, New Westminster.

Photographic.

If you wish to see some really fine, large photograph heads of children, finished in the highest style of the photographic art call at the studio of SPENCER & HASTINGS, Fort Street. *

Strangers visiting the Mainland in search of town property, timber limits, or farming lands, should call on Rand Bros., real estate brokers, New Westminster, B. C. *

Choice city property at the junction of Government and Douglas street, for sale on easy terms by Rand & Lipsett, Real Estate Brokers, Victoria, B.C. *

Rand Bros., real estate brokers, New Westminster, have large lists of Coal Harbor property for sale. In a few weeks they will open an office at the terminus and will then show their patrons over the grounds. *

For regularity in quality and choice flavor, the Brandy of Jules Robin & Co., Cognac, takes the lead. Their agents in Victoria, Robert Ward & Co., Wharf street, keep full stocks in bond or duty paid.

Nice Valentines
4 for one bit,
at M. W. Waitt & Co's.

LEGISLATIVE ASSEMBLY.

Third Session.—Fourth Provincial Parliament.

FRIDAY, Feb. 20th, 1885.

Hon. Mr. Robson, in speaking to the motion approving of the agreement with the Canadian Pacific Railway, referred to the markets which would be opened up beyond the Pacific through the instrumentality of that great highway. This Province from its geographical position would possess an immense advantage over every other part of the Dominion. The extension of the line would largely increase the value of the Government lands. Taking as a basis of calculation the average price received at the sale of Hasting's town lots, the three thousand acres on the harbors retained by the Government would be worth $1,500,000, and with terminal works and other improvements to be made the value would be doubled, or worth $3,000,000. In regard to the lands owned by himself in the vicinity of the proposed terminus, he had purchased it from private parties and at high figures. Several parties had gone in to Port Moody and against his advise had invested money. Some had done so after he had labored hours to convince them that English Bay was the natural terminus. The question was whether or not it was in the public interest that the road should be taken to Coal Harbor.

Mr. Wilson said he was placed in an unfortunate position in regard to the motion. He did not wish to vote for the resolution, and he did not feel justified in voting against the Government. He did not think that such a resolution should be placed before the House at all. The Government did not ask the House for advice, but was asked to give an unqualified approval to an agreement which the House has never had any opportunity of modifying. The question should have been brought to the House in the form of a bill and then the members would have had an opportunity of giving advice, or making suggestions. Instead of this, members are asked to give an unqualified approval, by resolution, of the whole scheme. It had been suggested that there was a question whether the Government had the power to convey these lands for the purpose specified. He supposed that the Attorney-General had given his assent to the project, but for his part, he would like for some information to be given to the House on the subject. He noticed that power was given to the Government to give lands for immigration and other purposes of public advantage, but whether the present grant would come under that head or not he was not prepared to say. If the Government can give away 6000 acres of the public lands they can give 600,000. It was said that these lands would be enormously increased in value, probably from $250 to $1000 per acre. He could not see how this could be, as the lands were not suitable for agriculture. The railway company would concentrate everything within its own property, and it would be a long time before the city would extend beyond the 6,000 acres. One or two members of the House were very enthusiastic on the question of a ferry to the Island. No ferry had been built between Dover and Calais although there were 35,000,000 people on one side and 40,000,000 on the other. He thought it questionable if a ferry would pay running across from the terminus. There were some other questions on which he would like some information. What guarantee have we for the completion of the road after handing over 6,000 acres of land? Also, when this railway is completed it will form a part of the great highway across the continent. He wanted to know what was to prevent, under the Settlement Act of last session, the Dominion Government from taking possession of all the lands on both sides of the road? Under all the circumstances he would not vote against the resolution because to do so would be to give a hostile vote against the Government, and he could not vote for it, because he did not approve of it. The Government should not have placed their supporters in such a position.

Mr. John would not give a silent vote on the subject. He would give his vote against the motion because it asked the members to unqualifiedly approve of a resolution which is based on an unsigned agreement. His constituents would think him a fool if he voted for such a resolution. He found that nearly all the water front at the terminus would be in the possession of the syndicate. If the squatters had power and influence they would have got the land, but being poor men they were crowded down.

Mr. Pooley had no qualms of conscience as to the power of the Government to do as they had done. He thought they had taken a proper course in bringing the draft agreement before the house. He did not value the lands as highly as the Provincial Secretary had done. He would vote for the motion.

Hon. Mr. Davie had informed his colleagues that the Government had full power to deal with the matter, but in a matter of so great importance it was thought better to consult the House. It was objected that the Dominion might claim the lands. After allowing the Province to deal with the lands, the Dominion authorities could not with any show of justice claim them. The substantial outlines of the agreement were before the House and they would not be materially departed from. He would not have given his assent to the project if he had not believed it to be in the interest of the Province.

Mr. McLeese said he thought from the speech of the Provincial Secretary that we would all be rolling in wealth, but as the land given to the railway company was about three miles square and he thought it would be a long time before the rest of the lands would be of any value. There might be an attempt made to "boom" the property, but there would be a reaction afterwards. There was some peculiarity about the sale of Hastings lots. These 18 lots only brought $9000, and he could not see how it was expected from that that the land would be sold at fabulous prices. It had been said that a ferry would not run to Port Moody, but he did not see anything to prevent it going there as well as to Coal Harbor. The Provincial Secretary's figuring was like that of a clerk of a Scottish merchant, who found that his master had £1800 to the good, but the merchant found that he had added up the year of Our Lord among the "accounts." He thought the action of the Government was without a precedent, in dealing with lands before they knew whether or not they had the power. Even the Attorney-General would not say decidedly that the land belonged to the Province. The correspondence would show that the question of taking the railway to New Westminster was beneath the notice of the Government at one time, but something had happened to make them change their minds at the eleventh hour. He moved in amendment that the House is of the opinion that the Government should first obtain the relinquishment of the lands from the Dominion Government, and that the agreement should have come before the House in the form of a statute.

Mr. Semlin, in seconding the amendment, thought the House should know what they were doing. Since the agreement came before the House there had been changes, and there might be many others before completed. The Provincial Secretary saw millions in the scheme, not for himself of course but for the Province. This land was open to the commerce of the world, to industries and manufactures just as well now with the terminus at Port Moody as it would be at Coal Harbor. The necessities of the case were fully met when the road reached Port Moody. Assuming that the Provincial Secretary's valuation of $500 per acre was correct, the Province would be paying a bonus of $136,000 per mile for the road. On the Government's assurance many had invested their all at Port Moody and now would lose it. The country in the New Westminster district was settled with about enough people to support the city of New Westminster and perhaps add to it, but he did not believe that there was anything to support the opinion that a very large city would spring up and be supported at Coal Harbor. He could not understand why a railway was to be subsidized to run to New Westminster, along and in opposition to navigable waters. Still it was proposed to give $37,500. There were places in the interior where railways were absolutely needed, and he could not understand why this line should be subsidized and other places neglected. It was also a farce for the Government to ask the House to approve of their proposed agreement. The Government should have completed the transaction and then left themselves to the approval of the House.

Mr. Grant asked if the non-employment of Chinese on the road would be the only amendment to the lease?

Hon. Mr. Smithe said that the extension of time would be the only important changes.

Mr. Galbraith asked for an adjournment as the leader of the opposition, Mr. Beaven, wished to vote on the question and it was nearly 6 o'clock.

Hon. Mr. Smithe said Mr. Drake had agreed to pair with Mr. Beaven.

Mr. Beaven thanked the Government and the members of the House for the kindness and sympathy which had been extended to him during the session. He also thanked Mr. Drake for his offer to pair with him, but he wished to say a few words on the subject and he thought no injury would be done by adjourning the debate for one day.

Hon. Mr. Smithe said that he would, under the circumstances, agree to an adjournment.

The House then adjourned till 12 o'clock Saturday.

SATURDAY, Feb. 21, 1885.

The Speaker took the chair at 12 o'clock, noon.

A motion was made that the House proceed with the orders of the day.

Mr. Orr said he had a motion for correspondence which if produced might assist the Government in carrying their resolution.

Hon. Mr. Smithe said the correspondence would not at all affect the question before the House. The motion referred to would need to be altered before it could come up for discussion.

The proposed motion was then withdrawn.

The motion to go on with the orders of the day was carried.

PRIVILEGE.

Mr. Semlin on question of privilege said he had been misreported in the Colonist, as that paper represented him as saying that the cash bonus was necessary as New Westminster was alongside navigable water. He had said just the opposite.

THE DEBATE CONTINUED.

Mr. Orr said the Government had placed a notice on the paper for the approval of the agreement, before the draft agreement had been brought down. That had afterwards been submitted, but some changes had been made. One change proposed was the insertion of a clause providing for the protection of the rights of third parties. This he supposed was for the purpose of protecting the rights of legitimate claimants. What he objected to was the proposal to hand over 6000 acres to the railway company without taking any guarantee for the completion of the road. These lands were valued by members of the Government at $500 per acre. This is in effect giving to the company $3,000,000. The leader of the Government had at first been unable to answer a question in regard to the non-employment of Chinese, but after consultation he stated that a clause to that effect would be added, but the time for completion must be extended for one year. This was in effect stating that it would take one year longer to complete the work if white labor was employed. If the matter had been brought before the House in the form of an Act, as the Settlement Bill and others, there would have been little trouble in carrying it. He had never seen such a loose agreement made by any government, and having been brought down in its present form and manner he could not vote for its approval. The company would be able to realize enough to build five such lines, and twice as much docks. He moved an amendment to the amendment that in transferring the 6400 acres to the Syndicate, the 640 acres claimed by Bone, Lockhart, Preston and R. Preston be reserved from the agreement, pending the settlement of the title, be added to the former amendment.

The amendment to the amendment was seconded by Mr. Allen.

Mr. Grant felt sure that there was not a member of the House who did not feel the importance of the great undertaking of the Canadian Pacific Railway. Railways were one of the necessities of modern times, and he was always in favor of measures for building them in all parts of the Province, providing the proposition came before the House in a reasonable manner. There were many things to be considered in approaching a question of such magnitude as the proposed agreement. One important question was as to whether or not it was in the interest of the Province that the line should be considered, and secondly whether or not the land to be given was too much for the proposed line. He believed it was the duty of the members to support good measures, no matter by whom brought down. The lands without the road were not worth more than $10 per acre, but by the road being extended the value of the land would be materially increased. He understood, on good authority, that there were times when large vessels could not be towed in to Burrard Inlet and had to be anchored in English Bay. He believed that eventually the force of circumstances would compel the terminus to come to English Bay, and it was advisable to bring it down at once. In regard to the security of $250,000 not being a sufficient guarantee for the completion of the work, he thought if the Government took $250,000 as a guarantee and the syndicate then broke faith, the position would be that the Province would have to receive $250,000 for 600 acres of land. In regard to the terminus being taken from Port Moody, he did not think that Port Moody would be left out in the cold, as railway authorities had stated that all available points on Burrard Inlet would be utilized. He did not agree with the proposition to give $37,500 of the public money to build a branch line to New Westminster. He thought this should have been brought in as a separate bill. The public accounts showed that that city and district had received large sums of money for public improvements. He thought the proposed grant should have come in the form of a land grant instead of cash. Rather than stand in the way of the proposal to carry the line to Coal Harbor, he would vote for the resolution, but he would prefer that the leader of the Government should change the clause in reference to New Westminster from a cash to a land bonus. He would have been in favor of the Government asking for more land to enable the company to complete the work as originally proposed before the Chinese were excluded from the work.

Mr. Wilson found himself in the same position in regard to the amendments that he was in regard to the original motion. The member for Esquimalt, Mr. Pooley, had taunted him with using slang by congratulating the leader of the Government on having some "sand," but that member had fallen into the same error by accusing him of being "on the fence." He could not support the amendment, as it affirmed the right of the Dominion authorities to deal with the lands. The amendment to the amendment did not place the settlers in any better position than the proposed agreement.

Mr. Semlin said that under the terms of union the Dominion Government was obliged to build the terminal buildings, wharfs, etc., and by the present action the House was giving 6000 acres, valued by the Provincial Secretary at $3,000,000 to do what the Government were obliged to do any way. The Provincial Secretary spoke of "carpet baggers," but he was of the opinion that that article would have carried all the possessions of that gentleman himself. He thought that Port Moody would be quite large enough to accommodate all the through trade of the line for some years.

Mr. Theo. Davie had no hesitation in coming to a conclusion on this matter. He thought it was generally conceded that the line would be eventually brought to Coal Harbor. If the Provincial authorities brought it down they could make their own terms; if the Dominion Government brought it down they would undoubtedly claim all the lands on both sides of the extension. It was false reasoning to say that in giving 6,000 acres the province was giving $3,000,000, because, given no railway, the land was not worth more than $1 per acre. He thought the arrangement was one for which the Government was entitled to much credit. The language of the Provincial Secretary in regard to the value of the land was vastly different to that used by that honorable gentleman in the House last session, when speaking of the value of lands to be given for the construction of the Island railway. The squatters have no legal status, but this could be given them by this House and then they would be in a position to have their legal rights respected.

Mr. Helgesen thought there had been no public pressure on the Government to bring about the scheme. He could not support it because he did not consider that the lands were free to be given away. He thought the speech of the Provincial Secretary was more than usually flavored with "buncomb." For "building castles in the air," and tearing down strongholds, he never saw his equal yesterday. He did not think the value of the lands would be increased as much as was intimated. The squatters and settlers had a moral claim, and in justice and equity these claims should be considered. He thought New Westminster had not been properly dealt with. When the leader of the Government introduced the question he could not speak much in its favor, but wandered off to steamers, tea, and his business experience. For his part he would oppose the resolution.

Mr. Cunningham said he had been elected last summer as a supporter of the Government, and had not received any instructions to the contrary. He thought the project was a good business transaction. A large amount of lands in question would be looked on as dead stock if the line were not extended. He sympathized deeply with those persons who went to Port Moody and invested their means there, many of them with their eyes open.

Mr. Dingwall did not like the resolution; he did not wish to defeat the Government, and he did not wish to be on the fence. Consequently he would vote for the resolution.

Mr. Beaven said the question before the House was one of considerable magnitude. There was a resolution moved by the leader of the Government that the House approve of the agreement proposed to be entered into, and there was an amendment offered to the effect that a relinquishment should have been obtained from the Dominion Government. When he saw the resolution on the notice paper, day by day, he had hoped that the Government did not intend to press it. He referred to the correspondence between the Premier and the Ottawa authorities. He spoke at some length about a leader without the consent of his colleagues, or of the Lieutenant-Governor, making an agreement with the syndicate. The section in the Act mentioned by the Premier gives the Lieutenant-Governor power, but not an individual member. If this resolution passes the House, there will then be no chance of making any amendments. The leader of the Government had said that he intended to introduce a clause to prevent Chinese being employed on the road. The clause should be made much stronger, and also provide for their non-employment on the work of maintaining the road. The proposed line of steamers, instead of bringing tea, would bring Chinese, unless some steps were taken to prevent it. He thought the amendment proposed was quite proper. The Government were straining to the utmost tension the allegiance of their supporters, by passing the resolution, as they were obliged to vote for it, although against their wishes. The Island Railway bill had been considered in the various readings and committee, but this important matter was to be disposed of by a simple resolution. An exception had been taken to the amendment in regard to securing the relinquishment from the Dominion Government. The Premier had been unable to secure anything from Sir John A. Macdonald but a statement that the Dominion authorities do not claim anything but a strip of land on each side of the line, and 3,500,000 acres in the Peace river district. The strip of land claimed commenced at English Bay and extended westward. The first thing to be done was to get a proper transfer, as land could not be handled without it. The Dominion Government could step in if this resolution were passed and say "you transferred that land to us. Talk about squatters, you yourselves are trespassers." He would have liked to have spoken further, but was unable. He thanked the House for the courtesy extended to him.

Hon. Mr. Smithe was sorry that the honorable gentleman was not able to address the House in his usual forcible manner, although glad to hear him speak at all. He claimed that the Dominion Government had no right to any lands west of Port Moody by the terms of union.

Mr. Beaven—"Port Moody is not mentioned in the terms of union. The words are 'To the seaboard of British Columbia.'"

Hon. Mr. Smithe said that by the action of the Dominion Government Port Moody had been fixed as the seaboard. The persons who were referred to as squatters were mostly business men and politicians.

Messrs. Galbraith and Grant then addressed the House.

The amendment was lost by a vote of 16 to 7.

Yea—Duck, Grant, McTavish, Davie T., Cunningham, Pooley, Smithe, Cowan, Davie A. E. B., Dingwall, Raybould, Robson, Drake, Martin, Dunsmuir, Wilson.—16.

Nay—Helgesen, Galbraith, Beaven, Orr, John, McLeese, Semlin.—7.

The original motion was carried on the same division.

The House then adjourned till Monday at 2 o'clock p.m.

THE QUESTION SETTLED.

The Bargain Ratified in the House To-day.

At length, after five unprofitable weeks of the session have passed, the Government, screwing its courage to the sticking point, has dared its fate on the Coal Harbor bargain—and won. The question has been very fully ventilated in the House, and further consideration was unnecessary. The bargain has now been ratisfied, and Coal Harbor and English Bay are thereby declared the terminus of the Canadian Pacific Railway. We believe the company will proceed immediately with the preliminary work, as the extension has to be completed by the end of 1886, and long before that time has arrived trains will be running to Vancouver. The country is to be congratulated upon the final settlement of the vexed question. All doubt and uncertainty, the bane of progress and devlopement, have now been removed, and the definite locality of the terminal city is settled forever. Men of capital, who desire to invest, business men who are seeking openings to embark in trade, and laboring men and mechanics, who have been waiting here for a chance to better their circumstances in life, and locate permanently in the Province, will all rejoice that their hopes are in a fair way to be realized, and that the opportunities they have been longing for are now assured. Unimportant though it may seem to some, the action of the House to-day is pregnant with momentous results, and it requires no prophet to discern in the near future the growth, on Burrard Inlet and English Bay, of a great and mighty city.

VANCOUVER.

COAL HARBOR.

Messrs. F. C. Innes & Co. having opened an office at Granville, on Coal Harbor, intending investors can now avail themselves of the opportunity offered by examining, and purchasing directly upon the ground. The advantage of doing so is obvious, therefore, before investing your money you should see Coal Harbor and call upon Messrs. F. C. Innes & Co. at the same time. *

Regular shipments of Jules Robin & Co.'s celebrated Brandy are made at Cognac to the consignment of Robert Ward & Co., their agents at Victoria, by whom the local trade is supplied.

Buy Victoria property from Rand & Lipsett, real estate brokers, Victoria, B.C.*

Choice Stock.

The choicest and most extensive stock in Watches, Parisian Clocks, Diamond goods, Gold and Silver Jewelry and Electroplated ware has just been opened by us for the holidays. They will be sold low. We extend a cordial invitation to the public to inspect these really beautiful goods which are beyond praise.

G. W. A. LANGE & SON.

Convenient for Reference.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wols is the authorized canvasser for the Province.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory, Broad St.

The favorite importation from Cognac is the choice Brandy of Jules Robin & Co., in octaves, cases and flasks, and the local trade is supplied by Robert Ward & Co., Wharf street, sole agents for British Columbia.

QUICK TRAIN
ROCKFORD WATCH
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QUICK TRAIN WATCHES.

Unequalled in Exacting Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are recognized as THE BEST. Sold in principal cities and towns by exclusive Agents (leading jewelers), with a full warranty

G. W. A. LANGE & SON.

VICTORIA.

Sole Agents for British Columbia

J. B. Ferguson & Co.

Have just to hand—
Lawn Tennis Sets,
Lawn Tennis Rackets,
Base Ball Goods,
Cricket Goods,
The latest Seaside, Franklin Square and Lovell's Libraries.
An immense line of Paper Bags and Wrapping paper.
A few more copies of Illustrated British Columbia.

MIDWIFERY.

MRS. McGREGOR, MIDWIFE, RECENTLY from Halifax, N. S. Diploma and highest testimonials of proficiency from the University of Edinburgh. Calls promptly attended to. Residence, corner of Douglas and Cormorant street, over Gosnell's grocery store. fe14

Philharmonic Hall

MISS KATIE PUTNAM - - Lessee
J. H. FERRIS - - - Manager
H. A. B. WILLIAMS, - Sec'y to Miss Putnam

3 NIGHTS ONLY 3

COMMENCING

Tuesday, February 24, 1885,

Special engagement of the charming Comedienne, Popular Favorite Vocalist and Queen of the Protean Stars.

MISS KATIE PUTNAM

Supported by her Excellent Comedy Company, who will present on

TUESDAY, FEBRUARY 24th,

LENA THE MAD CAP.

WEDNESDAY, FEB. 25, (BY REQUEST)

OLD CURIOSITY SHOP!

THURSDAY, FEB. 26th,

A comedy in 3 acts, dramatized for Miss Putnam by Joaquin Miller, entitled

LITTLE SUNFLOWER.

ADMISSION 50 cents and $1.00. Reserved seats at M. W. Waitt's Book Store, without extra charge. fe20

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W. DUFOUR & CO.,

Real Estate, General Auctioneers

AND APPRAISERS.

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VICTORIA, B. C.

THE MOST CENTRAL SALE ROOMS IN the city, offer their services in Town and Country in the above capacity.

Parties disposing of the whole or a portion of their Real Estate, Farm Stock or Household effects, will be consulting their own interests by favoring us with their commands.

Cash advances on every class of merchandise or effects for bona fide sale.

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Esquimalt Mail Stage.

From and after this date the fare by the mail stage running between

VICTORIA and ESQUIMALT

Will be 15 cents each trip, or

EIGHT SINGLE TRIP TICKETS, $1

Apply at office of

W. G. BOWMAN.

Broad Street, opposite Trounce Alley.

Victoria, October 24, 1884 oct 24-1m

FIRE!

—THE—

LIVERPOOL AND LONDON AND GLOBE

INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

CLAIMS PAID in satisfaction of Fire Losses, since date of establishment, upwards of $80,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL, Agents.

NOTICE.

THE PARTNERSHIP IN THE BUSINESS carried on by the undersigned, under the firm name of "Huson and Moss," at Store street, Victoria, has been dissolved by mutual consent. The business will, in future, be carried on by Mr. Huson, who assumes all the assets and liabilities of the same.

A. W. HUSON.
MORRIS MOSS.

Witness: J. ROLAND HETT, Langley St.
Victoria, January 23, 1885.

IMMIGRATION.

PARTIES WISHING TO BRING OUT their friends from Europe, Canada or the States, will save money by purchasing tickets from

HALL & COEPEL,

GOVERNMENT ST., VICTORIA.

Agents for Atlantic Steamship Lines and Grand Trunk Railway of Canada. feb

PRIVATE BILL.

NOTICE IS HEREBY GIVEN THAT APplication will be made to the Legislative Assembly, of the Province of British Columbia, at the present session, for an act to incorporate a company for the purpose of constructing, managing and maintaining Water Works to supply the town of Esquimalt, the Royal Naval Dock Yard, the Royal Naval Hospital and the residents of the Peninsula bounded by Victoria Arm and Harbor, the Straits of Fuca and Esquimalt Harbor, and for the purpose thereof granting to the said company the privilege of taking water from Thetis Lake and Deadman's River, with power to the said company to build flumes, aqueducts, lay pipes erect dams, acquire lands and do all other acts and things necessary for the purposes aforesaid.

D. M. EBERTS,
Solicitor for Applicants.

Dated the 21st day of January, 1885.

NOTICE.

THE PARTNERSHIP HITHERTO EXISTing between the undersigned, as contractors on the Esquimalt and Nanaimo Railway Company, has been dissolved by mutual consent. The contract will in future be carried on by C. W. Busk who assumes the liabilities of the same. Dated February 17, 1885, at Victoria.

A. GRAHAM.
CHARLES WESTLEY BUSK.

Witness: J. ROLAND HETT, Langley St.
Free Press copy.

GALT SAFES.

Received in store another car load (assorted sizes) per steamer Olympian. These celebrated safes are in material and workmanship, and are warranted Fire Proof. The prices are right.

G. ROBERTSON, Agent.
ROBERTSON, McLAGAN & CO.,
Estate Agents, Victoria.

THE

Victoria Dairy.

Henry Chaffey

PROPRIETOR.

Cedar Hill Road, Victoria District.

ORDERS may be given to the wagons, or left at the [illegible] of the city, and will receive prompt attention.

HENRY CHAFFEY.

The Daily Times.

Victoria, Saturday, Feb. 21, 1885

DO TRAINS THINK?

Some Interesting Psychological Questions.

Evidences of the Instinct of Locomotives From the Stand point of the Man on the Foot-Board—Investigation of Locomotive Mind and Matter.

[Pittsburgh Chronicle-Telegraph.]

"Do railroad trains think? have they instinct? do you fancy a train has any qualities that has not already been attributed to it as a common carrier? I mean psychological qualities," was the odd lot of questions hurled this morning in a bunch at a reporter.

"I can not say as to trains," he replied, with deliberation; "but as you suggest the possibility, I may say that anything is within the limits of the attainable in this progressive age. Locomotive engineers have been known to regard their engines as things possessing qualities fully up to the instinct of animals. It's a sort of iron horse sense I should say. Sometimes a certain engine is regarded as unlucky, and engineers dislike to handle it. There have been stories of the tendency of such an engine to get into smash-ups and to kill its attendants, for all the world like a vicious horse. Others have been renowned for docility, the ease with which they work, their quick response to the manipulation of the levers, their cleverness in not being on hand when there is an accident, their small consumption of fuel and water, and their infrequent visits to the hospital. Such an engine seldom gets sick, and is the pet of the engineer, and receives the tender attention of the rubbing-down cloth of the fireman.

An interesting book might be written on the engineers' and firemen's estimate of anatomy, physiology, and psychology of the locomotive. But yet, do you know, I have my doubts as to its having a thinking arrangement within its iron-bound carcass. In reference to the engineer's superstition perhaps it would be as well to give a point as to locomotives possessing instinct, but I draw the line there; they certainly haven't brains. As for cars, I believe they are positively stupid. They have no motive in life except when annexed to the intelligent engine."

"Possibly, then," said the searcher into locomotive mind and matter, "perhaps it may be that an engine may have so much wit as to be the mentor of an entire train—permeate the stupidity of the cars, so to speak. When you rush for Union station and see the train you were hurrying for putting out of the shed and the cylinder cocks puffing out sarcastic remarks at the tardiness of mankind, don't you fancy for a moment that that train knows more about Eastern standard time and promptness than you?"

"No, the feeling is that of an indignant reproach at the locomotive. I acknowledge I regard it for a moment as I would a man who hadn't quite come up to my expectations in regard to an appointment, but the train, the cars, do not enter into the consideration except as a dead responsibility annex, of no more account than the coat-tails of a man."

"I am largely of your opinion," was the interested reply. "Let me relate the incident that impelled my first series of questions. Yesterday evening, when I got home, I found two relatives from a city in an adjoining State. They had taken a sudden notion to visit me and came without notice, of course. Within an hour two relatives from the northern part of this State put in an appearance. No sooner did party No. 2 see party No. 1 than there was a cry of surprise. 'Why, you here!' ejaculated No. 2. 'How fortunate. We went to O—— this morning to take the train to pay you a visit. At O—— we saw our train leave a minute too soon, but just then an engine on another railroad began making up a train for Pittsburgh and we concluded to visit our friends here.' As party No. 1 had not left home until two hours after, No. 2 experienced the wisdom of the two engines at O——, the inference is that locomotives not only know what is going on, but possess a sort of prescience, a prophetic instinct that in this case was superior to the minds of the fewer intelligent persons comprised in my Nos. 1 and 2 visiting parties."

THE LATEST CHAMIPON.

A Wolverine Who Can Consume a Pound of Tobacco a Day, and Will Bet Money On It.

[Adrian (Mich.) Times.]

We have seen champion wrestlers, champion oarsmen, champion billiardists, champion ball-tossers, champion roller-skaters, champions of all sorts and sizes, and yesterday we saw the champion tobacco-chewer, Charles Coleman, of Coldwater, known in the locality where he resides as the "tobacco wonder," and we should judge him to be well deserving of the pseudonym. He is a pleasant-looking man of about twenty-four, who bears his honors with a manly consciousness of being unapproached and unapproachable in his particular specialty.

He says he took his first chew of tobacco at the early age of six years, liked it from the first, and has continued to use it ever since. He is in the butter, egg, and poultry business, and some time since, when he used to travel around the country picking up the things he dealt in, he says his regular ration of tobacco was a pound a day. He has now got himself down to a half pound a day, and expects to reduce even that low ration. He says he had an easy victory here at the Moreland Brothers & Crane contest, where he masticated two pounds in two days, chewing three hours and a half each day. "Why," said he, with a touch of conscious pride, "I can easily beat anybody I have ever seen chew here. I can beat any two of them." He says he never experienced any trouble from using such a large quantity of tobacco, except a slight nervousness at times, which he easily controlled. He was examined by medical experts about a year ago, he said, and was told that he need have no fear of contagious disease—that his system was so full of nicotine the disease would have no show. Mr. Coleman says he is always good-natured, happy, and contented, and never cast down or discouraged. He is now the winner in three hard-chewed contests, and wore the medal, which was the insignia of victory, on the outside of his coat. But, he says he has had enough of medals, and if he enters any more chews for a prize it must be cash. And he would like to engage in a six-day contest. "I can get backers for any amount," says he.

Such is fame.

A Story of Western Justice.

[Exchange.]

"An Atchison negro had a melon patch. Boys robbed it. Negro caught them. Brought them into court. Boys released. Costs $20. Assessed against negro. Had no money. Sent to jail to work it out. Same court that fined man $1 for having his ear bitten off, and took $23.75 for collecting the dollar.

"I Have Suffered."

With every disease imaginable for the last three years. Our
Druggist, T. J. Anderson, recommending
"Hop Bitters" to me
I used two bottles.
Am entirely cured, and heartily recommend Hop Bitters to every one. J. D. Walker, Buckner, Mo.

I write this as a
Token of the great appreciation I have of your Hop
* * * Bitters. I was afflicted
With inflammatory rheumatism ! ! !
For nearly
Seven years, and no medicine seemed to do me any
Good ! ! !
Until I tried two bottles of your Hop Bitters, and to my surprise I am as well to-day as ever I was. I hope
"You may have abundant success"
"In this great and"
Valuable medicine.
Anyone! * * wishing to know more about my cure?
Can learn by addressing me, E. M. Williams, 1103 16th street, Washington, D. C.

——I consider your
Remedy the best remedy in existence
For indigestion, kidney
—Complaint
"And nervous debility. I have just"
Returned
"From the South in a fruitless search for health, and find that your Bitters are doing me more
Good!
Than anything else;
A month ago I was extremely
Emaciated ! ! !
And scarcely able to walk. Now I am
Gaining strength! and
"Flesh !"
And hardly a day passes but what I am
* * * * * * * *
complimented on my improved appearance, and it is all due to Hop
Bitters! J. Wickliffe Jackson,
—Wilmington, Del.

☞ None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

SAN FRANCISCO ADVERTISEMENTS.

S. P. WARREN & CO.,
Stock Brokers,
411 California St., San Francisco.

STOCK BOUGHT AND SOLD AND CARried on margin.

Money to loan in large and small amounts on Mining Stocks. Stocks paid for the same day as soon as sold. Assessments paid and dividends collected without charge.

Special attention given to all orders from the country. oc9-3m.

Only "PEBBLE" Establishment.
1863 1884
MULLER'S OPTICAL DEPOT
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SAN FRANCISCO.
SPECIALTY FOR 33 YEARS.

The most complicated cases of defective vision thoroughly diagnosed, free of charge. Orders by mail or express promptly attended to.

Compound Astigmatic Lenses Mounted to Order. Two Hours' Notice.

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SPAULDING'S
Inserted Tooth
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CHISEL BIT
CIRCULAR
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THIS SAW NEVER CLOGS

or chokes in the cut, it is a free and easy cutter, frees itself perfectly in all kinds of lumber. The bits Never work loose

IT REQUIRES NO SKILL

to keep the saw in order. Anyone using the old Spaulding teeth can use these bits by sending their saws to us and having the bit holders fitted into the sockets.

SAW MILLS AND MACHINERY

of all kinds made to order. Send for descriptive catalogue. 17 and 19 Fremont Street, San Francisco.

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STEAM LAUNDRY
COMPANY.

LAUNDRY, - VICTORIA WEST
OFFICE — Government Street, Over London House.
TELEPHONE CALL 61.

This Company has been formed for the purpose of purifying and

Doing up Every Description of Wearing Apparel by Steam.

AT REASONABLE RATES and with an expedition heretofore unknown in Victoria.

Soiled Garments delivered to our carriers will be returned, if required, the same day.

Experienced Laundrymen from San Francisco will be engaged, and all work done by us will be guaranteed to give entire satisfaction.

Wagons will collect and deliver clothes at customers' residences daily.

Plain and Fancy Articles Done Up.

FLANNELS and BLANKETS and Lace Curtains washed and ironed by an improved process.

JOHN A. FRASER,
Manager.
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ESTABLISHED 1864.

A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in Best Descriptions
Heating and Cooking Stoves.
Ranges, Etc.
FORT STREET, VICTORIA, B. C.
TELEPHONE CALL, 126.

International & Colonial Exhibitions

ANTWERP IN 1885—LONDON IN 1886.

IT IS THE INTENTION TO HAVE A CANadian representation at the International Exhibition at Antwerp, commencing in May, 1885, and also at the Colonial and Indian Exhibition in London in 1886.

The Government will defray the cost of freight in conveying Canadian Exhibits to Antwerp, and from Antwerp to London, and also of returning them to Canada in the event of their not being sold.

All Exhibits for Antwerp should be ready for shipment not later than the first week in March next.

These exhibitions, it is believed, will afford favorable opportunity for making known the natural capabilities, and manufacturing and industrial progress of the Dominion.

Circulars and forms containing more particular information may be obtained by letter (post free) addressed to the Department of Agriculture, Ottawa. By order JOHN LOWE,
Sec'y Dept. Agriculture,
Department of Agriculture,
Ottawa, December 19, 1884 ja12-6t

VICTORIA POST OFFICE GUIDE.

FEBRUARY, 1885.

TIME TABLE OF ARRIVAL AND CLOSING OF MAILS.

CLOSE.	PLACES.	UE
Tuesday and Friday, at 6.45 a. m.	**NEW WESTMINSTER**, Burrard Inlet, Granville, Moodyville and Ladner's Landing, Yale, Port Moody, Maple Ridge (Port Haney), Matsqui, Emory, Ferny Coombe, Lytton, Drynoch and Spences' Bridge, Harrison river, Lulu Island and Chilliwhack.	Wednesday and Saturday, at 3 p. m.
Fridays at 6.45 a. m.	**LAC LA HACHE**, 150 Mile House, Soda Creek, Alexandria, Quesnelle, Barkerville, Lillooet, Pavilion, Alkali Lake, Dog Creek, Big Bar Creek.	Saturday at 3 p. m.
Tuesday and Friday at 6.45 a. m.	**CLINTON**........................	Wednesday and Saturday at 3 p. m.
Fridays at 6.45 a. m.	**DUCK & PRINGLE**, Spallumcheen, Okanagan, Okanagan Mission and Priests Valley.	Saturday at 3 p. m.
27th at 5:45 a. m.	**OSOYOOS**, Penticton, Similkameen and Rock Creek.	Within 3 weeks after date of departure.
Tuesdays and Fridays at 6:45 a. m.	**KAMLOOPS**, Ashcroft, Cache Creek and Savonas Ferry.	Wednesday and Saturday at 3 p. m.
Fridays at 6:45 a m	**PLUMPER PASS**..................	Saturday at 3 p. m.
Tuesday at 6:45 a m	**NICOLA** and Douglas Lake............	Saturday at 3 p. m.
Monday, Wednesday & Friday, 6:45 a m	**NANAIMO**, Wellington, Cowichan, Maple Bay and Chemainus	Tuesday, Thursday and Saturday at 4 p. m.
Wednesday and Friday at 6.45 a. m.	**SALT SPRING ISLAND**............	Thursday and Saturday at 4 p. m.
Friday, at 6.45 a. m.	**BURGOYNE BAY**, Gabriola Island and Beaver Point.	Saturday at 4 p. m.
Wednesdays, 6.45 a. m.	**COMOX**, and Quadra, (Baynes Sound)........	Saturday at 4 p. m.
8 a. m., 11 a. m., 2 p. m. and 5 p. m.	**ESQUIMALT**—Four times daily..........	9.30 a. m., 12.30 p. m., 3.30 p. m. & 6 p. m.
Tuesdays, at 8 a. m.	**SOOKE**, Metchosin and Colwood............	Mondays at 3 p. m.
Tuesdays at 12 m., and Friday at 6.45 a. m.	**SAANICH**........................	Tuesdays at 9 a. m. and Thursday at 3 p. m.
24th at 7 p. m.	**KOOTENAY**, Joseph's Prairie and St. Eugene Mission	Within 15 days from date of departure.
23d at 7 p. m.	**FORT WRANGEL**, Sitka, Harrisburg and Juneau City, via Port Townsend, W. T.	Uncertain
Daily at 7 p. m.	**EASTERN PROVINCES**, Manitoba, United States, Great Britain and Europe, via Port Townsend, W. T.	Daily, at 1 p. m.
Sunday, Tuesday and Thursday at 7 p. m.	**MANITOBA**, and Intermediate Territories.	Tri-Weekly
4th, 12th, 20th and 28th, at 11.30 a. m.	**SAN FRANCISCO**, Direct..............	Every 8 days
4th at 11.30 a. m.	**AUSTRALIA** and New Zealand............	Uncertain
12th, 19th and 27th, at 11:30 a. m.	**CHINA** and Japan......................	Uncertain
12th, 20th and 28th, at 11.30 a. m.	**SANDWICH ISLANDS**..................	Uncertain
12th and 27th, 11.30 a.m.	**PANAMA** and South America..............	Uncertain

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CHAS. E. POOLEY Secretary.
Dated Victoria, 5th Jan., 1885. ja6

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Dated Victoria, 5th Jan., 1885. ja6

Administrator's Notice.

In the Goods of Frederick Black, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator. D. M. EBERTS,
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Langley St., Victoria, December 23, 1884.

Administrator's Notice.

In the Goods of Lawrence Redmond, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased, are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith, to the administrator. D. M. EBERTS,
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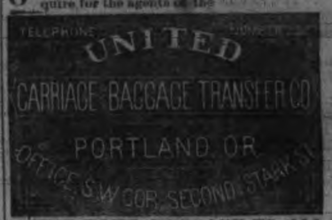

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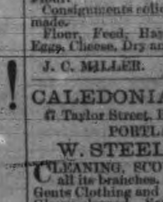

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